# STEALING HEAVEN'S LIVERY.

Extensive Smuggling of Vestments and Church Ornaments.

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A Cunning Manipulation of Clergymen's Oaths.

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What is respond to be an extensive series of the state of the sta to an estimate made on the invoice by the entry clerk in the Custom House and on giving bond to secure the government in case of error or fraud. In the invoice that the merchant receives from the consignor the contents of each package are described by marks and numbers. It is the duty of a consignee to have his invoice properly classified, marking thereon the duty to be paid (as he undersaands it) for the guidance of the entry clerks in the Custom House. When a merchant sends his classified invoice to the Appraiser's department the entry, clerks make up their estimate of the duty upon the statement of values and rates of duty made upon the entry or invoice. The examiner who examines the one case marks on the invoice the duty to be paid on each class of articles. If the classification (as to duty) of the merchant and the examiner agree the goods are allowed to pas; if not, the goods are held and the invoice is entered on a correction book subject to the adjudication of higher authority. When the merchant pays his duty he has to make oath that everything has been done according to the law and is free from fraud.

ALLEGED FRAUDS.

The result of the government's investigation of

higher authority. When the merchant pays his duty he has to make each that everything has been done according to the law and is free from fraud.

ALLEGED FRAUDE.

The result of the government's investigation of the present case tended to show that the alleged frauds were of three classes—forgery, undervaluation and wrong classification—and of no less than eight different kinds, as subjoined:—

No. 1. The altering and forging of priests' oaths. The government permit Catholic clergymen to import their 'regalia' free of duty upon their making oath that the articles are specially imported for the use of the church to which they belong. By the manipulation of this clause, it is charged, was committed the worst of these alleged frauds. According to lexicographers "regalia" consists of "ornamental dross, baugos, jewels and such articles worn by Freemasons and other societies or by high officers and dignitaries." In the Custom House it is construed to mean dross that may be worn on the person and the instruments of ceremonial that are carried in the hand. The New York importing house already alluded to was accustomed as a alleged, to procure the necessary oaths from priests for the free passage of goods under the act named, sometimes by the priests coming to their store and requesting them to import some particular article of regalia for them; but the majority of the oaths, as is charged, were obtained by their traveiling agents in various portions of the country. The agents of the house, it is said, would induce a priest to buy something and would offer him preat inducements in order to obtain an each. As a matter of course the priest would take advantage of his right to save import duty by making oath. It is claimed that whenever a sale of this kind was made an oath was obtained. According to the law his formal oath covered something to be imported and not something already imported; but that, it appears, made no difference to the implicated firm so long as they secured the oath, as, it is alleged, they would select

the arm indicated would, as is alleged, fill in the margin of each with any number of articles they saw fit to insert.

No. 2. Passing goods free of duty on forged catins.—It is claimed that the delinquent house would, from time to time, receive an invoice from Europe, a large part of such invoice consisting of church-ornaments. Their Custom House clerk or one of their agents, whose duty it was to classify the goods as to duty valuation on the invoice, would, as alleged, designate a large part of the invoice as "church regalia, free," and then forge oaths to cover his classification by inserting in oaths obtained as above numbers and marks to correspond with those on the invoice, and these he would attach to the entry. When the papers reached the Appraiser's office an examiner had, it is claimed, matters as "fixed" that he always got hold of the invoices of this firm and thus carried out the remainder of the tran-action. It is alleged that in this way thousands of dollars' worth of dutable goods were passed free. The alleged forging of the oaths consisted of interpolation. By inserting spurious words into them their meaning and purpose would be altered, and thus by a stretching process an oath intended to cover one \$10 article could be made to cover goods to any value. In this way, it is claimed, the firm made Rev. John Scholle, of Scranton, Pa., swear to one entire set of vestments valued at 2,000°. In Paris. They got Rev. William Dassel, Honesdale, Pa., to swear to two entire sets of vestments valued at about 4,000°. Father William Bally, of Galona, Ill., was made to swear to 36 censers, 14 pair of candelabra, 27 holy water pots, and one exposition. Father A. Decker, of Milwaukee, Wis., has on one oath 36 chandelers, 12 processional crosses and 12 censers. Rev. P. Nazarius Kommer-

scheid, of Quincy, Ill., has apparently 4 estensoriums on one cash, valued at 1,200 marks. All these goods were classified as church regalia. The one prominent fact about this line of alleged frauds is the expensive quality of the vestments imported. Priests of poor churches were made to swear in some cases to two entire sets of vestments, worth in Paris 4,000f. In the above manner the government was, it is stated, chasted of from \$300 to \$500 on a single cath, and on a single invoice as much as \$2,000.

Mr. and Mrs. L. Vogel, who are apparently well-to do people, arrived in this city on the steamer Neckar from Bremen on Saturday. Their baggage consisted of several trunks containing wearing apparel and little trinkets. Among the latter was a lot of silverlittle trinkets. Among the latter was a lot of silver-ware, such as apoons, Isdies, cake baskets and nap-kin rings, each article, however, being marked with the initials "L. V." and bearing evidence of being wedding presents. The customs officers examined these effects and pronounced them all right, but a detective of the Special Agents' Bureau seized the baggage and took it to the Custom House. There it was examined and the wearing apparel and linen returned to Mr. Vogel. The silverware, however, is kept and the duty will have to be paid upon it before being released.

OVERBECK'S "PICKLING" BUSINESS.

The seizure of the illicit distillery which has been for some time operated on premises extending from Mott to Elizabeth street, between Canal and Hester, and known at the Big Flats, was the subject of brief examination yesterday before United States Com-missioner Deuci. Herman Overbeck, the alleged examination yesterday before United States Commissioner Deuel. Herman Overbeck, the alleged proprietor, was arrested on the premises and taken before the Commissioner on the charge of being engaged in illicit distilling, and was held in default of \$1,000 bail for examination on Wednesday next. The building in which the illicit distillation is alleged to have been carried on was erected for an "old woman's home," but this project proving a failure was converted into a tenement house and for several years past has been let out in rooms to upward of one hundred families. The lower part of the premises was catenably fitted up for a bakery, but the suspicion of the revenue officers was directed to it on account of the unusual number of barrels of molasses and other articles used in the manufacture of spirits that were carted to and from the piace. The building was closely watched day and night for some time past till the officers becoming convinced that there was an illicit still there made the seizure. In one of the rooms they founds complete distilling apparatus charged to its utmost capacity, with a furnace fire almost ready to be lighted. The officers also seized three mash tubs of 1,000 galions capacity, each filled to the brim. These were arranged along the walls of the room as in a regular distillery. The officers in the first instance forced their way into the building, but subsequently the janior gave them access to other parts of the premises, informing them that Herman Overbeck rented the lower part of the building, and was engaged, as he believed, in making pickies. Overbeck was subsequently arrested. He denied all knowledge of the still, explaining that he was engaged in the pickling business, but did not tell where the pickles were stored or who employed him to work there.

## DOCK IMPROVEMENTS.

The Dock Department is likely to have plenty of work on hand this winter and carly in the of work on hand this winter and carly in the spring. They have in contemplation or under way several important pier improvements, including one for the Eric Railway Company; at the foot of Reade street, at an expenditure of \$100,000, which will bring an increased rental of about \$60,000 per year; the crection of two new piers (new numbers 27 and 28) at the foot of Hubert and Laight streets, for the Pennsylvania Railroad Company, at a cost of about \$180,000, which will secure an additional rental of \$35,000 per year. Among the other works are alterations on pier (new No. 26, foot of Beach street, for the Old Dominion line of steamships, upon which \$40,000 or \$50,000 will be expended, with the view of increasing the annual revenue by about \$15,000 per year. Other minor works, including the improvement of the old Imman steamship pier (new number 36), upon which about \$50,000 will be expended this winter, will likely make an increase in the revenue on North River piers of about \$140,000 per year. MRS. HYNES' MARRIAGE.

THE GENERAL TERM OF THE COURT OF COMMO PLEAS APPIEMS ITS VALIDITY-IMPORTANT

OPINION BY JUDGE LARREMORE.

William R. Hynes, a wealthy resident of New York, was killed in London by a runaway accident in the month of June, 1874. Previous to his death, how-ever, as is claimed, he married a Miss Saunders in dren. It seems that there was no religious ceremony performed, but that the parties agreed to live as man and wife, such agreement being followed by cohabi-tation up to the time of Mr. Hynes' death. When the widow of Mr. Hynes arrived in this country to claim the estate of her deceased husband on behalf of herself and the children she was met by a refusal from those in possession of the property, it being charged that she had never been married and that the children were illegitimate. She, for herself, and William H. Secor as guardian for the children, accordingly brought a suit in ejectment against May J. McCreery, and Lavinia Gay to recover the profits derived from certain property on the corner of Twenty-seventh street before Judge J. F. Daly nearly two years ago, at the time attracted considerable attention, the questions involved being exceedingly intricate and interesting. prolonged, the jury found in favor of the plaintiffs

prolonged, the jury found in favor of the plaintiffs upon all the special findings. The defendants appealed to the Common Pleas, General Term, and that court, Judge Larremore writing the opinion, yesterday affirmed the judgment below.

In the course of the testimony in the trial below it was shown that Mr. Hynes had once said that he considered a man and woman who were true to each other as much married as though the ceremony had been performed over them in a church. He then offered Miss Saunders a ring, which after a while she consented to take, upon his assurance that he considered her his wife. In her testimony Mrs. Hynes was emphatic in stating that Mr. Hynes introduced her everywhere as his wife, both in England and in France, and that he often told her he would take her to America and make their home there. She stated further that the agreement was repeated while crossing the English Channel and also in France. Upon the facts as brought out on the trial, the question arose as to whether the marriage was bona face and valid under the laws of the State of New York. The jury found that the English marriage did take place and that the children were legitimate.

Judge Larremore holds that it is apparent by

State of New York. The jury found that the English marriage did take place and that the children were legitimate.

JUDGE LARREMORE'S OPINION.

Judge Larremore holds that it is apparent by the testimony and verdict that it was the intention of the parties to enter into the marriage relation. "The only disproof of such marriage," he says, "is a registry of baptism, with which Mrs. Hynes is not shown to have been connected, and an offer of proof of a lease of premises taken in her former name of Saunders. Hynes owned property in New York and once resided here, and confronted by the verdict it cannot be held that he was not a resident of this State at the time of his alleged marriage. Conceding, however, for the purpose of argument the invalidity of the marriage in England, that upon the English Channel and the sub-sequent one in France next claim attention. There was no proof of the nationality of the vessel in which the parties sailed, and the Court cannot indulge in inferences upon this point. Assuming, then, that the parties were able to contract and officentract a marriage with a view to future residence in the State of New York the presumption is in favor of the validity of the marriage. The testimony offored to prove the French law as to marriage did not meet the requirements of our statute."

Judge Larremore in conclusion says:—"I have reviewed the several exceptions in this case and find no substantial errors in the ruings. It was tried upon the theory that a citizen of this State temporarily adjourning abroad should so har as property in this State is concerned be held to the consequences of his own act. The jury having found affirmed, with costs."

Judge Van Brunt writes a concurring opinion, in which he holds that the last marriage was valid, and

### EAST RIVER BRIDGE

MATTERS.

the East River Bridge at the office of the company in Water street, Brooklyn, yesterday, President Murphy read the proceedings of the Executive Committee at their meeting held yesterday previous to the regular meeting. The president reported that the remaining land lying between Rose and William streets, this city, which it was necessary to sequire direction of the committee:-No. 4 Rose street, Michael Talihee, executor, \$48,000; rear of Nos. 32 and 34 Frankfort street, James S. Morgan, owner, \$5,000; rear of Nos. 26, 23 and 30 Frankfort street,

A communication was received from the engineer, setting forth that Mr. Tripler had proposed furnishing about one million second hand bricks, which were sound and clean, at \$4per 1,000. It was advised that the president be authorized to make the purchase. It was ordered that 10,000 barrels of cement, the price of which was not to exceed minety cents per barrel, with two per cent off, be purchased for use after the close of navigation. The president said he had made arrangements for having the suspender ropes tested under direction of the Engineering Department. to General Uhi expressed the rear that the purchase of land by the Executive Committee would exceed the amount appropriated for bridge purposes. Prestdent Murpay said there would be a balance of between \$70,000 and \$80,000. The president then read at a statement of the outstanding hisbilities of the bridge, and stated in detail the various amounts of money yet to be paid in. The sum of \$500,000, he said, had yet to be received from both New York and Brooklyn. There was land to be taken in Brooklyn valued at \$100,000, but the Board was not yet obliged to pay for it. About \$100,000 had to be arrended for steel, he said, and between \$50,000 and \$100,000 for stone and brick.

Mr. Kingsley stated that the approaching cold weather would cause the mason work to be soon suspended and then the payrolis would be very much reduced. President Murphy then read a financial statement that had been read at a previous meeting, and said that all claims had been paid up and the Board still had enough morey.

The report was finally adopted.

The payment of certain sums to certain small contractors was then saithorized.

According to the financial statement, the total receipts for the month of October were \$51,903 32; total expenditures for the same period, \$11,25,826 07; total expenditures, \$10,973,542 11.

Cash on hand, \$152,283 66; outstanding liabilities, \$111,25,820 07; total expenditures, \$10,973,542 11. sound and clean, at \$4 per 1,000. It was advised

OPPOSED TO THE CENTAL SYSTEM.

The grain trade had a large meeting yesterday to reconsider the action of the Produce Exchange in adopting the cental system. Mr. Edward Hincken, president of the Exchange, presided. In opening the meeting he said it was not his habit to preside at trade meeting. try to impress upon the members of the grain trade the importance of taking the matter of the cental try to impress upon the memoers of the grain trade the importance of taking the matter of the central into serious consideration. He spoke of the request of the grain trade that the sdoption of the system be postponed to January 1, 1830, to which proposition, he said, the Board of Managers rejuctantly consented. It would create inconvenience only at the start. All the other boards of trade throughout the country were ready and willing to go into it as soon as the Produce Exchange here adopted it. He was confident the grain trade would not put the Exchange into a take position by fractious opposition at this stage. Mr. Leonard Hazeltine contended that there was no difference of opinion in regard to the course to be pursued by the trade. He said he had been in consultation with several leading firms and the feeling was unanimous that the central system was impracticable. All the houses in the trade were now working night and day and it would be unfair, he claimed, to give the overtaxed clerks more to do under the proposed complicated system. Mr. J. H. Herrick, chairman of the Committee on Grain, said he did not agree with Mr. Hazeltine as to the unanimity of the trade against the central system, but he admitted that there was too small a minority in favor of it to force the system on the trade.

After some further discussion resolutions were

After some further discussion resolutions were adopted reconsidering the former action of the trade in changing their rules so as to adapt them to the cental system and appointing a conference committee of six to present the wishes of the trade to the Board of Managers, with the object of obtaining their assent to the change.

### SELLING LIQUOR TO MINORS.

Policeman Blanque, of the Eighty-eighth street police station, last Saturday night found two boys— James N. Donohue, aged eleven, and Francis Murray, aged nine—lying drunk in the street. Next morning ustice Wandell asked the lads where they obtain their liquor, and was informed they had found ten cents and had invested it in Patrick McCermick's saloon, No. 167 East Eighty-sixth street. Yesterday Justice Wandell sent Policeman Waiters with Donohuë to McCormick's place, where the boy mentified Richard Bond as the one who had passed the liquor to them. Bond was at once arrested, and in the Harlem Police Court yesterday afternoon was held in \$500 ball to answer at the Special Sessions.

# POST OFFICE MERCURIES.

Great Expansion of the Railway Mail Delivery.

UNREQUITED RISKS.

Report of the Superintendent of the Second Division.

The report for the year 1879 of Superintendent R. C. Jackson, of the Second division of the Railway Mail Service, with headquarters at New York, has been completed. The statistics it contains reveal an extensive expansion in the mail distributing years. Considering that it has been practically established only ten years, it has made surprising strides forward, and its progress marks an impor-tant revolution in the letter and newspaper carriage ciently it has been necessary to make application of the leading principles of civil service reform. The service is, perhaps, the hardest under the government, and it is estimated that on the heavy railway work on Sundays and week days alike, perform in the round of the year a hundred days more labor than the ordinary class of public employés. Accord-1869, that the first vigorous steps were taken to make the system a success. For five years before that time it was in a feeble and languishing condition, lacking vitality and general usefulness. An inde-pendent organization was formed and a general superintendent, with an office at Washington, was appointed. The service was divided into sections or porting directly to the general office, and the various divisions were made to embrace the entire territory THE WORK IN THE SECOND DIVISION.

The Second division, which is the most important of all, embraces New York. New Jersey, Pennsylvania, Delawage and the Eastern shore of Maryland, and comprises 281 mail routes, with an aggregate of 7,300 post offices, 13,008 miles of railroad and 16,176 miles of stage route service. The number of miles of service performed on a daily average during the past year was 27,564 miles. The number of postal cars and mail compartments in use was 320. The number of clerks on duty on the lines of the division was 522, and the promotions for the year were 23. The number of letter packages handled was 3,706,198; of registered packages, 1,607,589, and of sacks of papers, 664,694. The following table gives an idea of the extent and expansion of the service within the past three years :-

Letters, Papers, Increase, -1879 over 1878.—
Year. Package, Sack. Letters. Fapers, 1879... 22,371,880 132,983,800 40,849,800 22,739,400 1878... 181,522,080 110,119,400 —1879 over 1877.—
1877. 76,054,770 44,412,400 146,317,110 88,526,400 THE MATTER OF CASE EXAMINATIONS.

The next item in the report referring to the num her of case examinations during the year needs ex planation to be properly understood. An applicant appointment for six months at a salary ranging from \$600 to \$900 a year. If he fail to graduate at the end of the term he is dropped from the rolls. It is estimated that thirty-three per cent of the appointees fail. The probationer is first placed on a car under the instruction of the older postal clerks, and he undergoes six examinations as to his knowledge of the location of post offices by counties. In the Second division there are five places for examinaand Dunkirk, the chief examiner being at New York.
The probationer comes to one of these places and is given a tray of cards containing, as in the instance of Pennsylvania, the names of 3,000 post offices. A frame of pigeonholes labelled with the names of the frame of pigeonholes labelled with the names of the sixty odd counties in the State, is placed before him, and he is asked to distribute correctly under the county hears the cards bearing the names of the post offices belonging to each county. This requires a strong effort of memory, and tew are able to do it at one sitting, even after six months' study and practice. After he has made himself familiar with this task he has to get acquainted with a "scheme examination" on a division of the States by routes. For instance, there are three separato railroads passing through Westchester county, with constantly recurring stations along each route. The postal clerk must see that he does not locate White Plains Post Office on the Hudson in place of the Harlem road. The probationary clerk has to show a record of fitty per cent; in other

error occurred in every 3,540, and out of over 1,000,000 registered letters but one was missent. It is estimated that in distributing 150 packages of letters in a day a man makes 18,000 motions of his right arm.

THE EKONGANIZED SERVICE.

Since the reorganization of the service in 1800 there have been four general superintendents, the present one being Mr. William B. Thompson, who is credited with being the equal in energy and efficiency of any of his predecessors. The great point of difference between the old system and the new is in making the distribution of mail matter en route. This sort of work requires sharp wits and nimble fingers, and the railway postal clorks are awarded the credit of having both. In former years the larger part of the mails in transit had to lie over from twelve to twenty-four hours at some distributing post office, and it frequently happened that several such delays befoll letters before finally reaching their destination. For instance, a letter addressed to Cooperstown, N. Y., would have to lie over at the distributing office in Aluany and be decimed on its journey ten or twelve hours. All this is changed. From the moment a letter or paper is deposited in the post office it is kept in motion until it reaches its destination, and every possible delay is avoided. Formerly it was the practice for the large distributing offices to make separations of mails for even remote States, and this was done by despatching the mail for particular counties to a cantral point for redistribution. The mail matter destined for the State of Indiana or Illinois was sent to Cleveland, Ohio; that for Michigan or Wisconsin to Toledo, and so on, involving in every instance delays of many hours. Then the method of keeping the lists of the mail matter was of a primitive and imperfect character, and caused not alone delay in delivery, but frequent miscarriage. The mail was separated for distribution by counties, and here was found a radical defect, the remedy applied to which was that of a sayaration by State

and if killed outright their families are afforded no compensation.

A TALK WITH SUPERINTENDENT JACKSON.

Some interesting facts and suggestions regarding the service were obtained in a conversation with Superintendent Jackson, who has given his whole time and mind for the past ten years to the study and improvement of the system.

"Is the service now," was asked, "as perfect as it can be made?"

"Of course nothing is perfect, and to those who have the matter in hand there is a wide margin for

improvement still visible, though to the outside public this is not apparent. We could do a great deal more if we had some guarantee of permanency in the tenure of office of our employés. It is only natural that when men are called upon to apply themselve's closely to study outside of their regular hours of duty on the cars that they should claim that they could accomplish more if they felt their positions were permanent during good behavior."

"Does political influence affect the service?"

"It affects it as it does all other branches of the public service, but the work in the Post Office Department, and more especially on the railway routes, is vastly different from what it is in most of the public offices, where there is little really severe labor and no demand for study or active exercise of brain."

"You think then, the work in the Post Office."

brain."

"You think, then, the work in the Post Office service is as serious and exacting as in a private business concern?"

"I do."

"Are there no sinecures in the Post Office?"

"There may be some, but they are very few, and there are certainly none on the railway routes."

THE WORK OF THE POSTAL CLERKS.

"How many hours a day do the clerks work on an average."

THE WORK OF THE POSTAL CLERES.

"How many hours a day do the cierks work on an average?"

"They vary exceedingly, and range from seven and eight to fourteen and fifteen hours a day. On the heavier routes the men have some time off duty for rest, but this is no more than railway companies give their employes, with this marked difference, that railway companies give their employes, with this marked difference, that railway companies give their employes, with this marked difference, that railway complete their work till just before the train starts, often have but little to do while on the train and generally ccase their duties in a few minutes after they reach their destination, whereas the railway postal clerks must report at the post office of departure to receive and enter on their books the registered packages to be conveyed by them and take charge of all the mail and accompany it to the train. This duty on heavy routes often commences three or four hours before the departure of the train. Then on the train the men are compelled to keep on their feet during the whole trip arranging and piling tons of mail matter, a work involving laborious manual exertion, and when this is done, begins the task of assorting latters and papers for the different stations on the route, at which a vigorous use of their intelligence is required. Frequently in the summer they are bathed from head to foot in perspiration from the hard work of hauling into the cars and piling up the heavy bags of mail matter. At all times they carry their lives in their hands, as in case of an accident they have as little or less chance of escape than the baggage men. On arrival at the terminal point of their journey the clerks must accompany their mail to the post office and deliver and receive receipts for their registered matter, thus extending their time of duty at both ends beyond the actual running time of the trains."

"Is the work of the clerks much harder than in the post office proper?"

"Yes; because the wear and tear of standing on the feet constantly with the muscular effort necessary to brace the body upright on a racketing surface tells on the men after a time. In a large post office, such as New York, a clerk has one or two States assumed to him for distribution, but the railway mail clerk requires to have a general knowledge of the whole country and to understand the distribution of from six to twelve States."

"Are the railway mail c.erks reasonably compensated?"

"Those of the lower grades and those just com-

"Are the railway mail coerks reasonably compensated."

"Those of the lower grades and those just commencing the service receivs, perhaps, sufficient compensation, but the experts to not: that is, those who have taken years of study to bring themselves to a condition of efficiency, and which is only attained at all by those who have natural capacity and aptutude for the work. Salaries on the heavy routes vary from \$900 to \$1,300 per annum, but this must not be considered as net income, on account of the expenses when absent from home on duty, absence and expense depending on the importance of the route. Where it is a heavy one the longer is the absence required of the employe and the longer is the absence required of the employe and the longer is the absence which might inure to his pecuniary advantage. The more he has the interest of the service at heart the greater the sacrifice he is called upon to make for its benefit."

"What Congressional legislation is needed to aid the railway mail service?"

"It would be very desirable to have a uniformity of title for all the employes. Now they are classed on an upward grade as mail route messengers, route agents and railway post office clerks, whereas they all perform the same sort of duties, only differing in the amount of work discharged, One of the results of these distinctions is that the appropriations are made by Congress in accordance so that if it happens, as it does frequently, that more route agents are needed and less mail messengers the fund for the latter cannot be used for the former. If the title were uniform for all and the appropriation made as a whole for the entire service, the general superintendent could grade his men according to merit, within bounds which might be fixed by Congress. This would afford the means of rewarding meritorious records by prometing employes from one grade to another without being hampered, as at present, by these technical appropriations for grades which are practically obsolete, as far as the actual working of the servic

service?"
"He is not. The nearest approach to it is for the department to allow his pay to continue for a short time, while he is laid up from injuries received while on duty."
"If killed outright does his family get anything?"
"No. I am sorry to say."
From the foregoing it will be seen that the Super-Intendent takes a lively interest in the welfare of the men under him.

THE NATIONAL POSTAL SERVICE.

PROSPEROUS FINANCIAL CONDITION OF THE POSTAL DEPARTMENT-ENORMOUS BUSINESS RECORDED-E PORT OF THE THIRD ASSISTANT POSTMASTER GENERAL.

Mr. A. D. Hazen, Third Assistant Postmaster General, has completed his annual report. It exhibits the operations of the Post Office Department during the last fiscal year in the divisions of finance, postage stamps, dead letters and registration. The total receipts of the department for the twelve months ended June 30, 1879, were \$764,466 more than those of the preceding year and about \$1,000,000 more than it was estimated they would be, a result that is attributed to the revival of business and the consequent increased demand for postage stamps and stamped envelopes, the actual sales of which amounted to \$769,482 more than the total for the preceding year and \$2,387,539 more than the sales for the fiscal year of 1877. It is estimated that a greatly increased number of stamps, &c., will be required for the next year; but the reduction in the rates of the new contract for the manufacture of stamped envelopes has enabled the Third Assistant Postmaster General to reduce the amount of his es-timates for the total needs of his office for that period several thousand dollars below the current year's appropriations. Upon a total number of 452,693

period several thousand dollars below the current year's appropriations. Upon a total number of 452,693 requisitions received by the department from the postmasters throughout the country there were issued during the last fiscal year for sale to the public some 774,000,000 stamps, of the face value of \$20,117,259; 221,797 postal cards and 148,000,000 stamped envelopes, valued at \$4,300,000. The total issues of all kinds (including also the newspaper wrappers, official stamps, &c.), reached an aggregate of over 1,222,000,000 in number and \$29,500,000 in value. The increase in the demand has beeen principally for postal cards and stamped envelopes.

POSTAGE ON NEWSPAPERS.

The amount of postage collected on newspapers and periodicals mailed from offices of publication and news agencies was \$1,104,185, an increase of \$79,000 over the preceding year, notwithstanding the reduction (May 1) of the postage on periodicals from three cents per pound to two cents. Of the total amount of newspaper and periodical postage collected in the whole country the New York city Post Offices collected thirty-one per cent; Chicago furnished eight per cent; Boston six per cent; Philadelphia five and a half per cent, and Cincinnati and St. Louis each about four per cent. The weight of the newspapers mailed by publishers and newsdeelers in New York city during the year was 13,262,246 pounds, and the periodicals—4. e., all regular publications issued less frequently than once a week—weighed 2,619,416 pounds, making the total weight of this class of matter mailed in New York city during the year nearly 8,000 tons. The whole number of letters were mailed a reduced number of letters were mailed a reduced number of cities were mailed a reduced number of cities were mailed a reduced number of letters were mailed a reduced number of letters were mailed a reduced number of letters were mailed a reduced number of the delivery service and the growing popularity of the "return request" system. The extent of the latter is illustrated by a statement

which they could be restored to the writer it underivered without the intervention of the Dead Letter Office.

MONET IN "DEAD" LETTERS.

Of the dead letters opened during the year 13,775 contained drafts, checks, &c., of the value of over \$1,100,000; about 64,000 contained money or stamps of an aggregate value of about \$34,000, and aside from many thousand other letters containing papers, &c., of more or less personal value, there were found in 38,300 letters and parcels jewelry, books, elothing, merchandise and miscellaneous articles in endless variety from a small bottle of choice perfumery to a large box of Limburger cheese.

The total number of letters registered for the public during the year was 4,300,763 and some 207,000 parcels of third and fourth class matter were registered during the same period. The uncrease in the number of letters and parcels forwarded was 530,218. The actual losses of registered mail matter were small, being only 889 letters and parcels, or about one out of each 7,000 forwarded. Mr. Hazen reports that the success of the new step taken last year, admitting third and fourth class matter to the privilege of registeration, has been amply demonstrated. No serious difficulties have been experienced in carrying the order into practical operation, and as the public attention has become directed to its advantages the business has steadily increased. As extract is given from a re-

port of Postmaster James, of New York city, upon this subject, as follows:-

port of Postmaster James, of New York city, upon this subject, as follows:—

"The extension of the Registry System on October 1, 1878, to include third and fourth class matter has been the great postal event of the year. From the beginning it was regarded by the public with great favor, and the amount of such matter registered has steadily increased and will continue. \* \* Of the 69,644 parcels of third and fourth class matter sent registered from this office, there have been but five complaints of loss, and these are on stage routes in the Far Western Territories and may prove, after investigation, to be delays through carclessness. It speaks well for the efficiency of the registry system that such an immense amount of heavy matter can be suddenly thrown into it, and the only effect be that of showing the perfection of the system. There have been scarcely any complaints of losses of the contents of any of the parcels sent, and most of those investigated show mistakes on the part of the sender. A large amount of sample and merchandise parcels formerly sent in the ordinary mail complaints respecting such parcels. It could not well be otherwise, as the registered matter, being inspected before it is registered, all imperfections as to address, insecure wrapping, &c., are corrected by the sender; The evidence of their being mailed is positive, and the parcels are carefully secured before despatch. This cannot be obtained where they are dropped into the ordinary mails."

CCMPENSATION OF POSTMASTERS.

### YACHTSMEN IN COUNCIL

At a meeting of the New Jersey Yacht Club held from the various yacht clubs in New York and vicinity. A favorable response was received from the clubs communicated with by the committee and in pursuance of a call a meeting was held vacht clubs sent delegates:-The New Jersey, Hud son River, Columbia, Salem, Mass.: Manhattan, Empire and Jersey City. W. H. Dilworth, of the New Jersey Yacht Club, was elected chairman, and John Frick, of the Columbia Yacht Club, secretary, Mr. Frick urged the necessity of forming a national yachting association and establishing certain rules that should govern the different clubs. The association could issue a pamphlet semi-annually giving information in regard to yachting, a list of members and of the lenghts of yachting, a list of members and of the lenghts of yachts, their rigs, owners and records, location of the clubs, a record of their regatts and a complete report of the proceedings of the association, it was not contemplated that the associationshould interfere with the local management of the clubs. Each club would retain its individuality, and only when the common interests of the clubs required it would action be taken by the association. Mr. D. H. Rice, of the Salem Yacht Club, advocated also the offering of prizes for seamanship. Mr. B. S. Osbon, of the Hudson Liver Yacht Club, presented a resolution asking that a committee of five be appointed by the Chair to prepare an address to the yacht clubs of the United States and call a convention of representative yachtsment of form a national yackting association upon such a basis as may be deemed best for the yachting interests of the country. The resolution was carried unanimously. The committee of five was appointed, and will hold its first meeting on Thursday next, at No. 13 Park row. pire and Jersey City. W. H. Dilworth, of the New

### YACHTING NOTE.

Steam yacht Skylark, N.Y.Y.C., Mr. Alexander Taylor, from New York, passed the Herald Telegraph Station at Whitestone yesterday afternoon, cruising

HANLAN-COURTNEY CONTROVERSY.

TORRONTO, Ont., Nov. 10, 1879. Word comes from Syracuse that Courtney says no reply has been received from Hanlan regarding Mr. Blaikie's proposition. Hanlan sent a message on Wednesday night last to Mr. Blaikie consenting to row at Washington, and requesting that gentleman to instruct Courtney to forward articles for signa-

### HANLAN GOES TO EUROPE.

TORONTO, Ont., Nov. 10, 1879. Hanlan has decided to go to England and defend his ownership of the Sportsman's Challenge Cup. A condition attached to the cup is that A condition attached to the cup is that only the best man in England can compete for it; consequently Hanian will wait for a challenge from the winner of the Elliott-Boyd match before crossing the Atlantic. If successful in England he will probably proceed to Australia to meet Trikett. Hanian received a formal demand for the cup from the trustees this morning, and replied in the above tenor by cable.

## RIFLE SHOOTING.

In the short range rifle match, shot at the shore target this afternoon, some excellent shooting was witnessed. The first match—a sweepstakes, seven shots, 100 yards, standing, any rifle—was won by A. Alco, of New York, with a score of 32 out of a possible 35. William Marvin, of South Amboy, won the second share of the stakes with a score of 30. In the competition for a silver cup—100 yards, tenshots, any rifle, military rifles allowed two points—Mr. Marvin was the winner, with a score of 42. The other best scores were:—L. Porteons, 41; A. Alco, 40; M Wardell, 39; James Borden, 39, and F. B. Wilcox, 38.

### COLUMBIA RANGE.

The prizes in the "Everybody's Match," which was shot last week, will be given out on the range on Saturday, the 15th inst., at two P. M., at which time seventy-five prizes will be awarded to the seventy-five best shots. All scores above twenty are entitled

game" will be commenced at Tammany Hall this evening and continue until the 25th inst. The evening and continue until the 25th inst. The money prizes amount to \$2,000, and the victor will receive, in addition to the first prize, a medal emblematic of the championship of America. Each game will be 300 points up on a 5x10 table. The following players will appear in the tournament:—George F. Slosson, Jacob Schaeffer, William Sexton, Maurice Daly, Albert Garnier, A. P. Rudolphe, Eugene Carter and Randolph Heiser.

A number of gentlemen, says the Missouri Republiean, interested in the welfare of the Southern and Western turf are just now engaged in maturing plans which, if carried out, will prove decidedly beneficial to racing courses in the above sections.

# SALE OF TROTTING HORSES.

The Boston trotting horses of Mr. Balch, comprising roadsters and a coach team, will be sold at Barker's New York Tattersall's on Saturday next. The road stock comprises twenty head, with speed of three minutes down to 2:20.

### SALE OF GAME FOWLS.

Messrs. C. W. Barker will sell on Wednesday, November 12, at the New York Tattersall's, corner of Broadway and Thirty-ninth street, at eleven A. M.,

ATLANTIC HOTEL, BATH, Nov. 10, 1879. TO THE EDITOR OF THE HERALD:-

I was surprised on reading the HERALD of to-day, to see Furnell's Atlantic Hotel mentioned in connection with the shooting affray near this village on Sunday last. The affair alitted to occurred in the town of New Utrecht, over a mile distant from my house. As my hotel is a family resort I desire to correct a statement calculated to injure my busi-ness.

F. B. FURNALLA.